



GENERAL MOTORS NORTH AMERICA
Structure & Safety Integration

June 29, 2004

Mr. Kenneth N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

Dear Mr. Weinstein:

The following information is submitted pursuant to the requirements of 49 CFR part 579.11. General Motors of Japan has decided to conduct a Product Improvement Campaign involving some 2004 Cadillac SRX model vehicles.

This Improvement Campaign involves vehicles that were sold outside of the United States. General Motors manufactured these vehicles in the United States and sold substantially similar vehicles in the United States. Please contact me if you have any further questions concerning this report.

Vehicles identified in this letter as "substantially similar" under the broad definition specified in 49 CFR Part 579 and can have significant differences in design, performance, durability, etc. The vehicles may not be "substantially similar" except for purposes of reporting under 49 CFR Part 579.

Sincerely,

Gay P. Kent

Director

Product Investigations

2004-0033
Attachments

Product Investigations

Mail Code: 480-100-304 • 30500 Mound Road • Warren, MI 48090-0055
Phone: (586) 805-8020 • Fax: (586) 947-2518
2004-0033 - Cadillac SRX Japan.doc



GENERAL MOTORS CORPORATION
578.11 REPORT

MANUFACTURER: General Motors Corporation

MAKE: Cadillac

MODEL & YEAR: 2004 SRX

**NUMBER
OF VEHICLES:** 21

**ACTION TYPE
DETERMINATION:** Improvement Campaign / Decision was made by the manufacturer.

CONDITION: Some 2004 SRX model vehicles exported to Japan could experience a power steering hose leak that could result in a loss of power steering assist. Manual steering is unaffected.

CORRECTION: Dealers are to replace the power steering loop cooler with a heavy-duty finned cooler.

**DATE OF
DETERMINATION:** June 22, 2004.

**ACTION
COMMENCED:** July 2004.

**COUNTRIES
INVOLVED:** Japan.

**SUBSTANTIALLY
SIMILAR
U.S. VEHICLE:** 2004 Cadillac SRX.

COMMENT: This condition has occurred in two of twenty-one vehicles in Japan. The driving duty cycle in Japan includes more steering wheel input than in the U.S. and steering input increases steering system temperature. The higher frequency of lock-to-lock turns increased steering system temperature on vehicles in Japan with the loop style cooler to 180°C and above, where leaks can occur. Consistent with the different duty cycle in the U.S., only two U.S. field incidents are known, making the U.S. rate substantially lower than that in Japan. If power steering assist is lost, the vehicles can be steered manually. Power steering assist is greatest in low speed parking maneuvers that pose minimal risk of a crash and negligible risk of injury.